

AGENDA

TRANSPORTATION COMMISSION

June 23, 2010

Location: City Hall, 2263 Santa Clara Avenue, Third Floor, Conference Room 360
Time: 7:30 p.m.

1. Roll Call 7:30 PM
2. Agenda Changes Discussion/Action (7:35 PM)
3. Commission Communications Discussion (7:40 PM)
4. Oral Communications – Non-Agenized Items (7:45 PM)
5. New Business
- 5A. Ferry Transition Plan Discussion (7:50 PM)
- 5B. Quarterly Report on Activities Related to Transportation Policies and Plans. Discussion (8:15 PM)
Outcome: Commission to review and provide comments.
8. Staff Communications Information (8:30 PM)
 - AC Transit service changes in September 2010.
 - Broadway-Jackson Update
 - Upcoming development-related traffic studies and plans
 - Future meeting agenda items
9. Adjournment (8:40 PM)

Speakers on any item on the agenda are limited to three minutes. Appeals of decisions of the Transportation Commission must be filed with the City Clerk's office within ten calendar days with a nonrefundable fee of \$100.

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Accessible seating for persons with disabilities (including those using wheelchairs) is available. Sign language interpreters will be available on request. Equipment for the hearing impaired is available for public use. For assistance or to request an interpreter, please contact the Public Works Department at (510) 749-5840 or the City Clerks Office (510) 522-7538 (TDD number) at least 72 hours prior to the meeting. Readers are available upon request for the visually impaired. Minutes of the meeting may be made available in enlarged print. Please contact the Public Works Department at (510) 749-5840 at least 48 hours prior to the meeting to request agenda materials in an alternative format, or any other reasonable accommodation that may be necessary to participate in and enjoy the benefits of the meeting.

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TRANSPORTATION COMMISSION

June 23, 2010

Item 5A

Discussion

Ferry Transition Plan

BACKGROUND

In 2007, the governor signed SB 976 creating the San Francisco Bay Area Water Emergency Transportation Authority (WETA) and authorizing WETA to operate the Alameda and Vallejo ferry services. In 2008, the Legislature passed SB 1093, modifying SB 976 and requiring the cities of Alameda and Vallejo to negotiate with WETA on the terms under which boats, terminals and operational responsibility would be transferred to WETA. WETA and City staff have been negotiating the conditions for transferring the Alameda Ferry Services to WETA. The parties have reached agreement on the general outline of the terms for the transfer, and staff seeks to brief the Transportation Commission (TC) and elicit comments and suggestions from the public and the TC. The City Council is expected to consider approval of the Ferry Services Transfer Agreement in Fall 2010. If approved by City Council, the actual service transfer will occur in early 2011.

DISCUSSION

Staff and WETA have reached agreement of the terms for the transfer.

A. Ferry Administration and Operation: The City will transfer to the WETA the administration and operation of both the Alameda/Oakland Ferry Service (“AOFS”) and the Alameda Harbor Bay Ferries (“AHBF”). The transfer will include the assignment to WETA of all ferry related contracts including the Blue & Gold Fleet and Harbor Bay Maritime operating contracts.

B. Disposition of Ferry Assets:

1. City-Owned Vessels: The City will transfer to WETA title to and City equity interest in the four City-owned boats (the Encinal, Express II, Bay Breeze, and the Peralta). WETA will accept the vessels on a “where is as is” basis. WETA will negotiate with the Port of Oakland (“Port”) for the transfer of the Port’s equity interest in the Peralta and Encinal.

2. Ferry Terminals: The City will transfer the waterside facilities at the Main Street terminal to WETA and retain ownership of the landside facilities. Specifically,

- Waterside Facilities: WETA will take ownership of all facilities and equipment on the waterside of the terminal passenger gates including passenger ramps, gangways, and piles, and the float at the Harbor Bay ferry terminal. As the Main Street terminal float is leased by the City from ARRA, WETA will negotiate with ARRA to determine the long-term utilization of float.

- Landside facilities: The City will retain ownership of all landside facilities including restrooms, parking lots, lights, and landscaping. WETA will reimburse the City for all ferry terminal maintenance, repair, insurance, City staff, and capital costs.

C. Service Levels:

- WETA shall operate the Alameda/Oakland and the Harbor Bay services at current FY 2010/11 service levels providing that revenue meets or exceeds operating costs. In the event of a budget short fall, WETA will consider all available alternatives to service reductions including seeking additional funding, a fare increase, and operating expense reductions. If WETA anticipates reducing service levels below the published FY 2010/11 service level, WETA shall: a) hold a public meeting in Alameda at an appropriate public venue to explain the situation with Alameda customers; and b) meet with the City to consider alternatives to further service reductions
- If WETA determines that either or both Services shall be eliminated, WETA and City shall negotiate in good faith to provide City with the opportunity to reacquire the Acquired Assets to the extent feasible and necessary for operation of the relevant Service(s) by City.

D. Funding Principles:

1. City shall continue to contribute:

- Transportation Improvement Funds (“TIF”) at the projected FY 2010/2011 level of \$500,000 per year for the AHBF. In the event that future TIF revenue is less than \$500,000, City shall: a) Contribute the maximum amount available not to exceed \$500,000; and b) If there are competing project claims on the available TIF funding, the City shall give the WETA ferry operating contribution priority claim on TIF funds.
- Landscaping and Lighting Assessment District (LLAD) 84-2 funds at the projected FY 2010/2011 level of \$78,200 per year for the maintenance of the Harbor Bay ferry terminal.

2. WETA shall dedicate:

- All existing Measure B fund balances as well as future Measure B monies exclusively to operation, maintenance and capital expenses of the Alameda ferry services. There is a question as to whether this commitment is consistent with Alameda County Measure B legislation. WETA and City staff is discussing this with the Alameda County Transportation Improvement Authority.
- Regional Measure 1 operating subsidies to the City’s ferry services at a level that is at least equal to the percentage of RM1 funding that historically has been granted for this purpose. This percentage is approximately 51%. WETA may use alternative funding sources at the funding level required herein in place of RM1.
- Regional Measure 2 for the ongoing operation of the AOFS at a level no less than

3% of the then current fiscal year operating budget.

In addition WETA shall have the right to modify fares at its sole discretion.

Additional WETA Requirements:

1. WETA shall fund:

- Ongoing maintenance, rehabilitation and/or purchase/replacement of Main Street and Harbor Bay ferry terminal floats, piles, and gangways as needed utilizing RM1-2% (restricted to capital projects), RM2, state, federal or other funds secured by WETA for this purpose.
- Ongoing maintenance, rehabilitation and cyclical replacement of City provided ferry vessels, and take on associated existing and future grant requirements.
- Alameda ferry terminal landside maintenance and capital projects.
- Ongoing maintenance, rehabilitation and or replacement of Oakland float and gangway as needed utilizing RM1-2% funds (restricted by MTC to capital projects), RM2, state, federal or other funds secured by WETA for this purpose.

2. WETA shall:

- Provide access to additional vessels to support current and future service operations as needed.
- Participate in an alternative fuel pilot program if the City secures funding for the project. Project would involve the conversion of a ferry vessel to LNG.
- Cooperate with City and AC Transit in efforts to provide the ongoing availability of bus transit to Alameda ferry terminals to coordinate bus scheduling with ferry service arrivals and departures.
- Employ Alameda Ferry Service Manager consistent with SB 976 requirements.
- Cooperate with efforts by the Alameda Point Developer to develop ferry terminal and funding plan that meets the needs of the City and WETA
- Work with regional transit operating and planning agencies to explore the feasibility of establishing a fuel-purchasing consortium.
- Work to develop agreements with operators of connecting transit services to develop a system for providing transfers between the ferry service and other connecting transit services
- Make available to City information reasonably requested by City regarding the Alameda Service from time to time, including but not necessarily limited to information regarding ridership, funding and revenues, and proposed changes to schedule, destinations, and/or fares (if any).
- Implement reasonable practices designed to measure and assure customer satisfaction. Such practices may include establishing a ferry rider advisory committee to periodically review ridership, marketing, on-time performance, rider related service issues, and any proposed fare or schedule changes, conducting periodic rider satisfaction surveys and periodically analyzing the on-time performance of the ferries. WETA shall make the results of such reviews and analyses available to City upon request.

- Equal treatment provision with City of Vallejo for payment of ferry system assets.

BUDGET CONSIDERATIONS/FISCAL IMPACT

As proposed, the transfer of the Alameda Ferry Services will require the City to continue to provide on-going local TIF and LLAD funds, at current levels, toward the operation of the services. WETA, in turn, has agreed to continue to provide RM-1 funds, at existing levels, and RM-2 funds (which the service previously had not received) toward the on-going operations of the services. County Measure B funds, earmarked for the ferry service will continue to be used for the services.

RECOMMENDATION

For informational purpose only.

TRANSPORTATION COMMISSION MEETING

June 23, 2010

Item 5B

Discussion

Quarterly Report on Activities Related to Transportation Policies and Plans

BACKGROUND

Alameda Municipal Code (AMC) Section 2-8.1 states that the Transportation Commission “shall monitor, via quarterly staff reports, implementation of approved transportation plans and policies.” This report provides an update regarding activities during the quarter of April through June 2010.

DISCUSSION

The table below lists various work tasks completed or being worked on by staff relating to Transportation Plans from April through June 2010.

Transportation Plans	Recent/Upcoming Activities
Bicycle Master Plan Update	The draft Bicycle Plan Update was presented for comments to the Economic Development Commission, Recreation and Parks Commission and Youth Advisory Commission.
Long-Range Transit Plan Update	On March 2, 2010, the City Council approved an agreement with BART to receive \$1,668,154 in grant funding for the Alameda Point Transit and Access Plan and Implementation of Shuttle Service Improvements. The first phase of this project will include analysis that can be applied toward the completion of the Long-Range Transit Update, including an assessment of changes needed to the existing transit service in Alameda as a result of implementing a new, high-capacity transit connection to BART stations.
TSM/TDM Plan	Dowling Associates were selected to assist the City in the preparation of citywide TSM/TDM Plan. A consultant contract is currently being finalized and Dowling is expected to begin work in July 2010.
Pedestrian Plan	The staff review of the Pedestrian Plan Design Guidelines is scheduled to be completed by July 2010. The guidelines will then be brought to the Transportation Commission for review and comment.

BUDGET CONSIDERATIONS/FISCAL IMPACT

The City Council has approved the funding required for the above activities.

RECOMMENDATION

This item is for discussion purposes only.